

The Hongkong Telegraph.

WEATHER FORECAST.
FAIR.

(ESTABLISHED 1881.)
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April 20th, 1912, Temperature a.m. 70, p.m. 80; Humidity...97, 72.

April 20th, 1911, Temperature a.m. 63, p.m., 68; Humidity...80, 76.

No. 8766

癸亥初月三年壬子

MONDAY, APRIL 22, 1912.

一拜禮 號二廿月四英港香

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TELEGRAMS.

THE TITANIC DISASTER.

Mr. Ismay not allowed to leave America.

STORY OF POSTAL CLERKS' UNEALTERING HEROISM.

[Service to the "Telegraph."]

London, April 21, 12.50 p.m.
Received Hongkong, April 22, 12.50 a.m.

An official report has been received by the postmaster-general at Washington to the effect that two English and three American postal clerks on the Titanic, disregarding their own safety, worked incessantly, carrying two hundred registered mail sacks to the upper deck in the hope that they would thus be saved. They continued to work to the last and were all drowned.

TRIBUTE TO STEAD.

Reuter's correspondent at the Hague states that the journal "Vaterland" says that in Stead the world has lost a worker and fighter and hero without equal. It suggests that if grateful humanity desires to erect a monument to his memory the Hague would honour itself by offering a site in the shadow of the Palace of Peace.

TOTAL LOSS OF LIFE.

Bombay, April 20, 7.10 a.m.
Received April 21, 2.1 p.m.

A message from New York states that the total loss of life is 1,595. Innumerable narratives of passengers are published varying in details, but all confirming the point that the shock was scarcely noticeable. It was generally thought that the liner merely struck the ice glancingly, and the calmness of the sea reassured passengers, this explaining the absence of panic throughout.

PARTING SCENES.

The scenes of husbands parting with their wives who were forced to enter the boats were terribly painful; and some of the wives refused to leave their husbands and in consequence perished with them.

The reports of Captain Smith's suicide and the suicides of other officers emanated apparently from a half-demented passenger who was one of the first to land.

HOW THE CAPTAIN DIED.

Mr. George Braden says he saw Captain Smith as the Titanic sank standing alone, when a wave came and knocked him down. He regained his feet, but then another wave carried him off and he disappeared.

PROMINENT SURVIVORS.

Apart from the prominent persons already mentioned the following are among the missing:—

Mr. Thomas Andrews, a nephew of Lord Pirrie, director of Harland and Wolff, the builders of the Titanic.

Mr. Bell, chief engineer of Harland and Wolff.

Mr. Van der Hoff.

Mr. Carleton Young, a prominent man in Minneapolis.

Mr. Burbank, a prominent Californian naturalist and cultivator of thousands of hybrids.

Mr. Parsons, an ex-Congressman of New York.

Mr. Marvin, who was on his honeymoon.

Mr. Christopher Head, ex-mayor of Chelsea.

Professor Ross, of Wisconsin University.

Mr. Thayer, president of the Pennsylvania Railway.

Mr. Roebing, one of the steel millionaires of America.

Mr. Reuchlin, of the Holland Amerika line of steamships.

Mr. Millet, a well-known American artist.

Mr. Warren, an ex-senator.

Senator Carter.

Colonel May.

Dr. Minahan.

Mrs. Snyder, Mrs. Figler and Mrs. Ellinger, all well known in New York Society.

Mrs. Carter, a Pennsylvania society lady.

Senator Cardenza, of Rio de Janeiro.

Mr. Marechal, of Washington.

Mr. F. G. Harper, the publisher, and his wife.

Mrs. Swift, Mrs. Stone, Mrs. Stenger and Mrs. Douglas, well-known hostesses of New York.

Mr. Hoyt and his wife.

Ex-Governor Washington.

Miss Margaret Graham, an actress, of California.

Miss Eustis, of New York.

Miss Gladys Cherry.

Mr. Bruce Ismay has instructed all lines belonging to the International Mercantile Company to equip all their steamers with sufficient lifeboats and rafts to carry all on board.

REFORMS EXPECTED.

Consternation has been caused by the publication of tables showing that on many of the leading lines the boat accommodation is sufficient for only one person in three. The outcry is likely to lead to stringent reforms.

GERMAN INTEREST.

Reuter's Berlin correspondent states that the Reichstag is discussing a motion suggesting legislation for enforcing that a sufficiency of boats be carried on German liners.

The Hamburg Amerika Line has decided to provide all the company's vessels with lifeboats sufficient to carry every passenger.

REICHSTAG DEBATE.

During a debate in the Reichstag on the 20th Herr Arendt urged that all ships should be required to carry a full complement of wireless operators; also that navigation be subjected to international and even penal regulations. Minister Delbrueck said the big shipping companies had been discussing an improvement regarding life-saving for some days, and he was convinced that they would help the Government to frame up-to-date regulations. The question of international regulations was being already considered, and the motion was withdrawn.

TELEGRAMS.

THE TITANIC DISASTER.

INTERNATIONAL LAW.

[Service to the "Telegraph."]

Reuter's correspondent at Washington wires that the Senate has passed a resolution advising the President to make treaties with the maritime Powers governing the courses, speed and equipment of ocean liners.

The White Star Company has issued a statement to the effect that 1,635 have perished.

The United States Hydrographic Office has ordered the course of Atlantic liners to be moved 180 miles south of that used by the Titanic.

MR. ISMAY'S STORY.

Mr. Bruce Ismay has cabled home that the Titanic collided with a low-lying iceberg. The weather was clear, the stars were shining and the sea was calm. The vessel struck a glancing blow, apparently tearing the starboard side open about the bilge for a considerable length.

RELIEF FUNDS.

H.R.H. the Prince of Wales has contributed 250 guineas to the relief fund. Other contributions are: Lord and Lady Pirrie, £2,000; Harland and Wolff, the builders of the Titanic, one thousand guineas; W. W. Astor, £2,000; Lord Strathcona, £500; Gaskell of Baroda, £500; Duke of Westminster, £250; Barnato and Co., £250; Otto Beit, £200; the passengers of the Olympic, £1,400. The Lord Mayor of Liverpool has cabled a thousand pounds sterling to New York for the immediate relief of the survivors. The London "Daily Mail's" fund has reached seven thousand pounds sterling and that of the London "Daily Telegraph" five thousand seven hundred pounds.

NO STRUGGLING.

Mr. Ismay, examined by the Committee of the Senate, said it was untrue that the Titanic was going at full speed. He and the captain arranged to arrive in New York on the night of the 17th (Wednesday), not deeming it wise to proceed at full speed on the first trip. Mr. Ismay said he was asleep at the time of the collision and was unaware of the proximity of icebergs. He did not see any till after the wreck. There was no struggling by the men to enter the boats. He did not see the Titanic sink as he sat with his back to her, not wishing to see.

SECOND OFFICER'S STATEMENT.

The investigation by the Committee of the Senate is prolonged but rather perfunctory, says Reuter's New York correspondent. After Ismay, Rostron, the captain of the Carpathia and Marconi had been examined, Mr. Lightholder, the second officer of the Titanic, testified that he was in charge of the launching of the boats on the port side. When the first boat was lowered the deck was seventy feet above the water and when the last boat was launched the deck was only a few feet above the water. He maintained that the boats were well filled, preference being always given to women.

TELEGRAMS.

THE TITANIC DISASTER.

WONDERFUL ESCAPE.

[Service to the "Telegraph."]

Questioned as to the saving of so many of the crew, Mr. Lightholder said that he had specially enquired into this matter and ascertained that out of every six persons picked up from the water five were either firemen or stewards; further, he said, some of the lifeboats returned after the sinking of the Titanic and rescued men from the sea. No demonstration occurred on board, not even lamentation by those who were left behind. He himself escaped by diving. As the ship sank he was sucked under and held by a ventilator. A terrific gust came up the ventilator, due probably to a boiler explosion, and he was blown clear and came to the surface near a boat.

"YOU ARE A FOOL."

At the Senate's enquiry the Titanic's wireless operator, Mr. Bride, who had his feet badly injured, was brought from hospital. He testified that at five o'clock on Sunday afternoon he intercepted a message from the liner Californian, announcing the presence of three huge icebergs. He informed the captain of the message. The German liner Frankfurt was the nearest vessel to the Titanic, and twenty minutes after the distress signal had been sent out its operator enquired, "What's the matter?" The Titanic's operator, Mr. Phillips, who was drowned, replied, "You are a fool; keep out." The Carpathia was then hastening to the help of the Titanic.

Mr. Bride added that water reached the bridge before the vessel sank. The captain remained till the last, and refused to don a life-preserver. He jumped overboard.

NOT UNDER TOW.

The Carpathia's operator denied wirelessly that the Titanic was being towed. The Olympic has arrived at Plymouth, and the captain denied all knowledge of a wireless message saying that all the Titanic's passengers were safe, and that the Titanic was in tow.

A BITTER COMPLAINT.

Despite the protests of the White Star Company's counsel the senatorial committee has refused to permit Mr. Ismay, the four officers of the Titanic and twelve of the crew to leave the country. The committee has adjourned to Washington, where Mr. Ismay and the others have been subpoenaed to appear on Monday although Mr. Ismay is on the verge of collapse. Mr. Ismay bitterly complains of the unfairness and injustice of the committee's conduct of the inquiry.

MR. ISMAY ATTACKED.

In the Senate at Washington Senator Rayner in the course of a violent speech attacked Mr. Bruce Ismay and expressed the opinion that legal steps should be taken against the White Star officials for the insufficiency of the life-saving appliances on the Titanic.

TELEGRAMS.

THE TITANIC DISASTER.

A SPIRITED PROTEST.

[Service to the "Telegraph."]

Reuter's Washington correspondent wires that in the Senate Mr. McCumber protested against "the trial, conviction and execution on the floor of the Senate, without fair and honest consideration, of one connected with the Titanic." He evidently referred to Mr. Rayner's speech on the 20th.

Reuter's New York correspondent states that a wireless message was sent by Mr. Ismay from the Carpathia to Mr. Franklin ordering the sailing of the Cedric to be delayed in order to take Mr. Ismay and the survivors and crew to England. The message was intercepted by Government officials and sent to Washington. This is the reason of the Senate Committee, which met on the 19th April, hurrying to New York.

MEMORIAL SERVICES.

London, April 21, 7.25 a.m.
The Admiralty has ordered memorial services for the Titanic on all warships. Tomorrow their flags will be half-masted.

ATHLETICS.

AMATEUR CHAMPIONSHIPS.

[Service to the "Telegraph."]

London, April 20, 6.20 p.m.
The following amateur championships were decided to-day:—Seven miles walking championship: 1, Bridge, Lancashire; 2, Yates, Salford; 3, Ross, Middlesex. Time, 52 mins. 43.5 secs. Ten miles running championship: Scott, Salford; 3, Tucker, Reading. Time, 52 mins. 35 secs.

FOOTBALL.

CUP FINAL.

[Service to the "Telegraph."]

London, April 21, 7.25 a.m.
The final for the English F.A. Cup was played yesterday. West Bromwich and Barnsley were the finalists and the game resulted in a draw, no goals being scored on either side.

The match took place at the Crystal Palace in beautiful weather and before an attendance of 60,000 spectators. Bromwich were the superior side, doing most of the attacking in the first half, but Barnsley's defence was sound. In the second half both sides alternately attacked but without result.

RACQUETS.

WILLIAMS AT HOME.

[Service to the "Telegraph."]

London, April 20, 4.20 a.m.
Williams is returning to England having postponed the match for which he was standing for the world's championship at Newport.

TELEGRAMS.

GERMAN AVIATION.

A NATIONAL SCHEME.

[Service to the "Telegraph."]

London, April 21 6.25 p.m.
Received Hongkong, April 22, 7.40 a.m.

Reuter's correspondent at Berlin states that the committee formed to organize a national fund has issued a stirring appeal to the patriotism of the people irrespective of party, creed or class. It is signed by Prince Henry of Prussia, as patron, the ex-Minister of the Interior, Herr Pasadowsky as president, and the great banker Herr Von Mendelssohn as treasurer. The committee includes the Emperor's brother-in-law Duke Ernst of Schleswig Holstein, and hundreds of prominent people in finance, industry and politics.—Reuter.

TROUBLE IN SIBERIA.

TWO HUNDRED DEAD.

[Service to the "Telegraph."]
London, April 21, 6.25 p.m.
Received Hongkong, April 22, 7.40 a.m.

Reuter's correspondent at St. Petersburg states that it is officially announced that 107 were shot dead during the trouble on the Lena goldfields. The number of wounded was 294, and of these 84 have died. The affair has caused intense indignation. The strikers whose leaders had been arrested against the advice of the companies, were advancing towards one of the mines when the troops barred the way. There was some stone-throwing and the troops fired volley after volley upon the strikers.—Reuter.

WOUNDED SHOT AT.

London, April 20, 11.55 p.m.
Received Hongkong, April 21, 5.50 a.m.

A message from St. Petersburg states that the volleys fired by the troops at Lena on the 18th inst. decimated the workmen, of whom 150 were killed and 250 wounded.

It is alleged that the wounded were shot as they were crawling to shelter.

The matter, which is being brought up in the Duma, is arousing universal indignation. The men have telegraphed asking for a full investigation, and the commander of the troops has asked for reinforcements and made a declaration of martial law.—Reuter.

TROUBLE AT FEZ.

FRENCH LOSSES.

[Service to the "Telegraph."]
London, April 21, 12.5 p.m.
Received Hongkong, April 22, 12.50 a.m.

It is officially stated that eight French civilians and fifteen military instructors were murdered in the mutiny at Fez. General Moinier sustained eight killed and seventeen wounded in the fight on entering the city.—Reuter.

OPIUM CONFERENCE.

BRITISH REPORT.

[Service to the "Telegraph."]
London, April 20, 7.40 a.m.
Mr. Acland, in reply to Mr. Toulmin, said the report of the British delegates to the Opium Conference at the Hague had only just been received. The official records of the Conference and the documents submitted had not been received.

TELEGRAMS.

TRIPOLI WAR.

DARDANELLES OPENED.

[Service to the "Telegraph."]

London, April 20, 7.35 p.m.
Received Hongkong, April 21, 8.30 a.m.

Constantinople reports that in view of the prejudice to shipping the Turkish Government has decided to reopen the Dardanelles.—Reuter.

AN EXPLANATION.

Reuter's correspondent in Rome wires that the Italian Fleet did not intend attacking and forcing the Dardanelles, nor had they the intention of landing. They merely hoped to induce the Turkish Fleet to come out and fight, and eventually, after two hours' cannonade with the forts, they sheered off, having meanwhile cut several submarine cables.

FLOATING MINES.

Turkey notifies the release of a chain of floating mines, and consequently navigation in the Dardanelles is closed.

ITALIAN SQUADRON RETURNS.

Reuter is informed that the Italian squadron is returning to Italy having accomplished its object. Italian papers suggest that the demonstration by the squadron was intended to force the Turks to close the Dardanelles. This was brought to pass by Turkey releasing a chain of floating mines.

BALTIC UNEASY.

Lloyd's state that the Baltic is uneasy at the closing of the Dardanelles and chartering for the Black Sea is at a standstill. There are 150 steamers on the other side of the Bosphorus.—Reuter.

HUNGARIAN POLITICS.

NEW CABINET.

[Service to the "Telegraph."]

London, April 20, 3 a.m.
Received April 21, 4.15 p.m.

Minister Lukacs is forming a new Hungarian Cabinet.

The Minister of Finance, Mr. Lucaas, has been appointed President of the new Hungarian Cabinet.

LATE MR. KESWICK.

LEAVES HALF A MILLION.

[Service to the "Telegraph."]
London, April 20, 7.35 p.m.
The late Mr. William Keswick, M.P., formerly of Hongkong, has left estate valued at £500,000. The death duties payable amount to £65,000.

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MONGOLIA	27,000	"	"	May 20	"
KOREA	18,000	"	"	June 18	"

INTERMEDIATE.

China	10,200	"	"	Apr. 23	"
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The S.S. "MOTIRA," will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 29th April, 1912, at noon, followed by the S.S. "FULTALA" on 10th May, taking cargo and passengers at current rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

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7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.50 p.m.	every 15 minutes.
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SUNDAYS.

7.30 a.m.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
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Hongkong, 18th April, 1912. [129]

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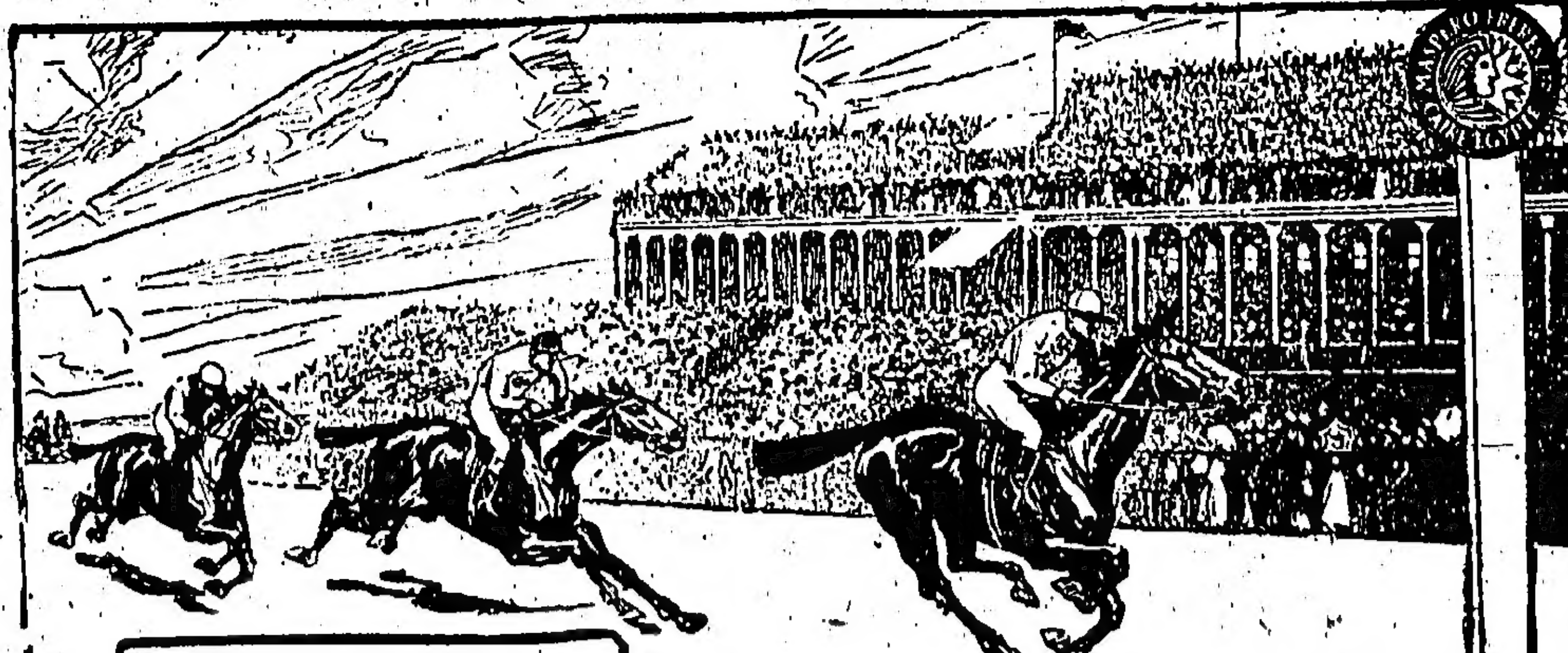
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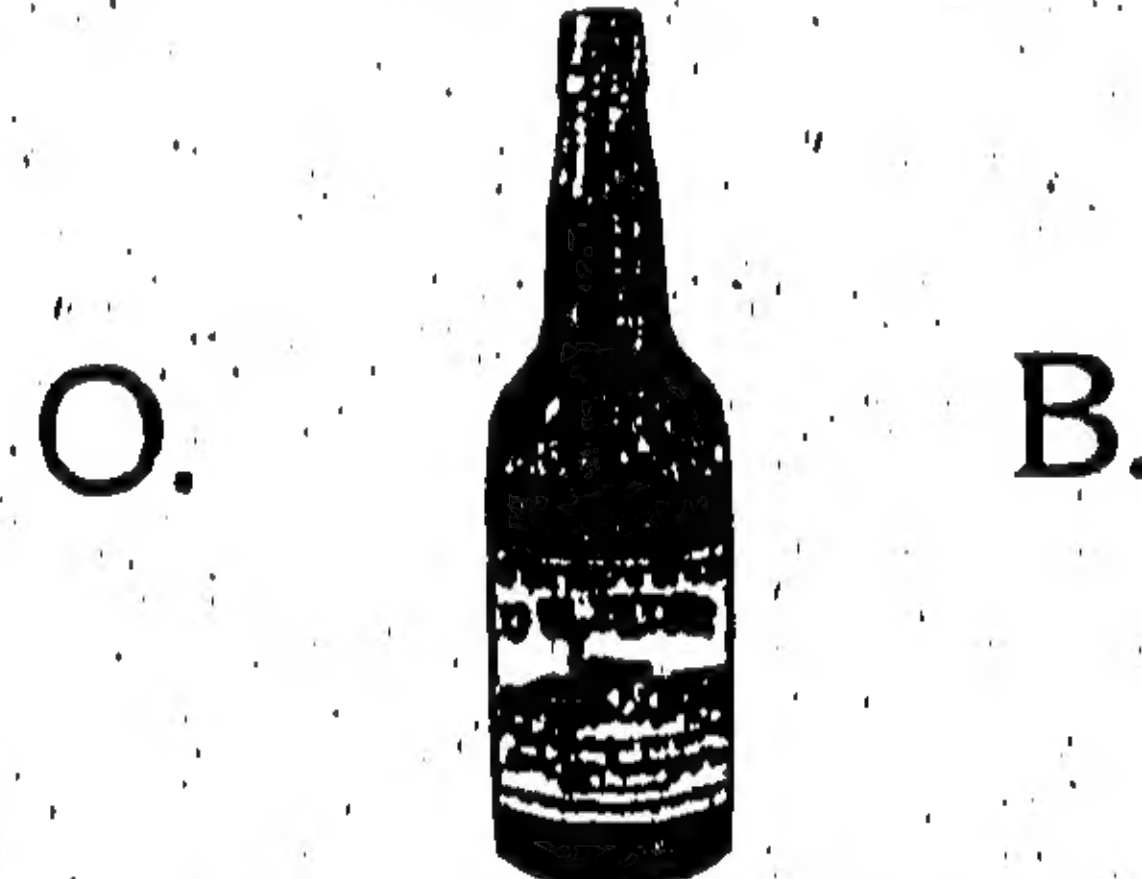
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Hongkong, 23rd September, 1911 [42]

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Hongkong, 10th April, 1912 [296]

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Hongkong 16th Dec. 1911. [65]

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Hongkong, 26th Janu. [46]



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Hongkong, 30th Mar., 1912. [7]

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Booking at MOUTRIE'S.
Later Car to the Peak.
Hongkong, 16th April, 1912. [806]

OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

Influence of Business Men on Government.

From many sources we gather there are evidences accumulating that the Governor-General is finding his task very onerous; he apparently feels that he is losing the sympathy of the best people of Canton. Only yesterday the papers reported that, owing to certain arbitrary alterations in the number of officials employed in Canton, which changes were distasteful to the general official mind, with the exception of the military and naval heads of departments, all the Chofs de Bureaux had resigned en masse. It is certainly no soft cushion on which Chan Kwing-ming sits, and there is little wonder that he condescends to write personally to the experienced business men of Hongkong to ask them to return to Canton, that they may give an impetus to the declining trade, and at the same time advise him in matters which, apparently, he is not quite competent to manage himself. Whether these gentlemen will rise to his bait remains to be seen. We should suspect that they will prefer to remain in Hongkong, where they can live without the worry that is incident to, if not absolutely inherent in, the local government of Canton to-day.

Daily Press.

Ways Out.

Man cannot prevent the endless variation which seems to be one of the laws of progress, but he can check the production of worthless types. Can the same principle be applied to social organization? Can the misery caused by the periodical dislocations of industrialism due to changing conditions or to failure of those concerned to keep pace with the times, not be averted by a similar utilization of natural laws? It is towards some such end that mankind is at present groping its way, and one is forced to admit that it is not altogether outside the bounds of possibility that he will succeed in reaching that end, or at least getting sufficiently near it, as to prevent such stoppages of industry as have lately been witnessed in Great Britain. At the same time it has to be admitted that the path is full of difficulties, and that as yet there is but little agreement as to how they are to be surmounted. A large army of industrial workers has been created, who practically form co-operative organisations with the capitalists. The main cause of disagreement is the division of the profits. To interfere with the capitalists' right to obtain what profit they can on their capital is to take away the incentive to accumulate capital, and as the prosperity of a country largely depends upon its accumulated capital, this would be a fatal step.

South China Morning Post.

The Praya.

The local authorities are to be congratulated upon the vast improvements effected on the Praya during the past two or three years. Blake Pier, at one time an eyecore to residents and a revelation to newcomers, is now a structure solid and substantial, and in consonance with the general scheme which is being gradually evolved on the harbour front. The Star Ferry wharf has shed its dinginess, and after many years of negotiation has developed into a pier which reflects credit on the company as well as the constructors. If some rail were placed along part of the narrow alleyway used by third class passengers to minimise the danger of a "ducking," it would be still greater appreciated by those who do not ventilate their grievances in the columns of the English Press. Hundreds of passengers at times flock here from the Kowloon-Canton train, and the struggling queue of Chinese-laden with mysterious bags and parcels has not too much space to scramble ashore, and there is nothing to protect them from the water below. The next scheme the Government might devote some attention to is the Statue Wharf.

WORLD'S NEWS IN BRIEF.

RUSSIA.

One of the severest winters on record in Russia has given place to an unprecedentedly early spring.

During a debate on a Bill for the reform of the judicial administration in the Council of the Empire a motion was brought forward by 15 members of the Council urging that Jews should not be eligible for appointment as Justices of the Peace. The Minister of Justice supported the motion, dwelling on the old standing mistrust of the Russian people for the Jews. The motion was finally adopted by the Council.

Mr. Sazonoff has delivered in the Duma an exhaustive review of Russia's foreign policy. Special attention was given to the Near East, notably to the proposals for mediation between Italy and Turkey. The Minister gave a full exposition of Russia's attitude in the Persian question and in the Mongolian and Manchurian problems. The discourse entirely set at rest alarmist rumours. While reasserting fidelity to the French Alliance and the understanding with Great Britain, Mr. Sazonoff recalled the friendliness of Russia's relations with Germany and the improvement of relations with Austria-Hungary.

AUSTRIA-HUNGARY.

M. Emmersch de Szivak, a well-known Hungarian Ministerial politician and president of the Hungarian Americanization Bank, committed suicide recently in the train between Budapest and Vienna. Rumours that his bank is involved in difficulties consequently spread on the Budapest and Vienna Stock Exchanges. They are not yet authoritatively confirmed, though according to the "Zeit" the late Director-General of the bank, who resigned recently after only a few weeks of office, declares that his resignation was due to his discovery of a clandestine deficit amounting to £100,000.

GERMANY.

The policeman Glauss, of Wilhelmshaven, who was extradited by the magistrate at Bow-street, London, on a charge of having committed larceny in Germany, and who pleaded that extradition should not be granted on the ground that he was wanted in Germany for having committed espionage, has been sentenced by the Criminal Court at Aurich (Prussia) to six years' imprisonment and ten years' "loss of honour."

FRANCE.

The revival of patriotism in France was triumphantly testified by scenes of delirious enthusiasm at the spring review in which 40,000 troops, three airships and ten aeroplanes took part at Vincennes, in the presence of the President, all the Ministers, and an enormous concourse of people. It was a real festival of the Army. Thousands of little blue aeroplane badges were sold on the ground on behalf of the military air fund, which stands at £52,000.

Mlle. Bernard, the youngest French air-woman, was killed at Etampes while flying the third test required for her licence in the presence of an official of the Aero Club. She committed the error of trying to rise during a turn. The machine tilted and fell 200ft. Mlle. Bernard was only nineteen years old.

ITALY.

March 11.—The newly discovered street at Pompeii is a continuation of the old "Street of Abundance" and leads from the city to the amphitheatre. In a corner to the right is a public fountain and on the wall of a house close by a great fresco representing the twelve divinities of Olympus. The discoveries include the atrium of an ancient house with many fine reception halls and bed chambers. The skeletons of a family of six persons were discovered in one house. The hands of a man and woman were clasped as though they were trying to protect two little children who lay between them. The whole group was overwhelmed by the lava in A.D. 79.

SPAIN.

The Spanish Cabinet recently resigned again for the fourth time in fourteen months. For the fourth time Senor Canalejas, the Premier, went to King Alfonso and tendered the resignation of the whole Ministry, and for the fourth time his Majesty told the Premier to take heart and continue in office. The Cabinet resigned on January 1, 1911, because it felt uncertain of its position; in April, 1911, as a result of the revision of the famous Ferrer trial; in January, 1912, on account of the Cullera riots in the preceding autumn; and on the present occasion because it lost its Minister of Public Works.

BELGIUM.

The village of Warnifontaine, near Neufchâteau, in Belgium, is sinking into an adjacent slate quarry. Five houses have already collapsed, and the church and twenty others are threatened.

CRETE.

The Cretan crisis apparently ended the other day when the Assembly elected a permanent Commission of 81 members, from whom five, selected from the various parties, will form an executive body holding office in rotation for one month. The situation is now completely revolutionary, and the elections to the Greek Chamber will doubtless take place. Three British, two Russian, and one French cruiser anchored in Suda Bay.

THE STORING OF CEMENT.

As concrete is so largely entering into the construction of modern sugar factories, the following hint on the best method of temporarily storing cement may be of interest to prospective builders of new houses and additions to existing ones.

Portland cement is easily affected by moisture. It is purposely made so; for, combined with water and other substances, it forms the best of all building materials—everlasting concrete. But moisture must be kept away from cement until it is needed for actual use. This means that cement must be stored in places which are and can be kept absolutely dry. Upon the proper storage of cement are dependent the reputation of the contractor or builder, the trade of the local dealer and the satisfaction of the user.

Many users of Portland cement need to store it only for the short interval between the time of hauling it from the dealer and using it in the concrete work. Any building with a good roof, tight side-walls and a dry floor will do. Make a temporary double floor by means of small beams or logs and loose boards. See that driving rains or damp air cannot reach the cement.

Portland cement weighs nearly 100 pounds per cubic foot, therefore judgment must be exercised in loading the floor. Likewise, on account of its weight and possible damage from dampness, do not pile the cement against the side-walls of the building unless the house is full-lined or skeleton-lined on the inside. Store the cement so as to leave an open space or an aisle along the side-walls and aisles at places necessary to separate shipments. Get rid of all possibility of the cement piles toppling over by laying the bags, as a mason would say, "headers and stretchers," that is, alternately lengthwise and crosswise, so as to tie the pile together. Examine the building frequently to see that there are no leaks in the roof or side-walls.

Even on the work, never pile cement on the ground or on bricks. Throw down a few blocks, lay boards upon them and make a dry floor for the cement. Have just enough cement on the work to keep things going. A good tarpaulin is handy to cover up the cement in case of a sudden shower. Always buy cement from the dealer who has a dry store-house. If the cement in the bag has been wet, it is hard as a rock; do not use it under any circumstances. However, do not mistake lumps caused by pressure in the store house for "set-up" cement. Such lumps crumble easily and the cement is perfectly good.—"American Sugar Industry."

ON SAMPANS.

Attractions of the Very Simple Life.

It has been my custom since my lot was cast in this fair land to spend a digestive half-hour after dinner on the Praya with my only companions—my pipe and my thoughts—and I don't know which of the two is more companionable. Of course I can have my thoughts anywhere, but it is the pipe that causes the nocturnal peregrinations—and alone. That pipe and I have been fast chums for six years. I remember when it was given me by a flaxen-haired blue-eyed girl who—no! no confidences at present.

The fact of the matter is the pipe is past the mellow stage and calls for unwelcome remarks, if I smoke it in closed spaces, so I take him out and he sizzles to his heart's content while I meditate.

Some nights ago I stood opposite the Hongkong Club and puffed and puffed—and puffed until the voices of the sampan dwellers drew my thoughts from the chits I can't and shan't pay next month to the multitude of craft which occupy the highways and byways of the harbour and in which many a strange life history has been worked out from the cradle to the grave. To my mind there is something fascinating about the sampan—its compactness for one thing and then the many little articles that are stowed away thereon.

The Cook's Galley.

For instance there is the cook's galley. Take up two pieces of the deck in the fore part and you are in the grill room. Cook the meal, put the roof on the galley, and the dining table is laid. Two paces away is the state-room where, without worrying to move any further, one can go to bed. Leaving the cabin and walking through to the poop one sees the working of the vessel, for here some lusty woman plys the single oar or holds the "reins" of the sails while her lord and master either combs his hair or carries on an animated conversation with the lady next door in that quaint sing-song which invariably ends up on a crescendo terminating in an explosive monosyllable. Just over the stern hangs the hen coop with four or five poor hens jostled together in a space reminiscent of the Black Hole of Calcutta. Occasionally they have an outing and are allowed to wander a few yards on the Praya showing off their only marks of identification—splashes of paint or a thinness of feather.

But it is the family that calls for attention. There is mother who owns the boat, plys the oar, scolds the offspring, touts for passengers and buys the provisions. Father leads the luxurious life of a lodger when father is aboard, for like a sensible fellow he leaves everything to the "missus."

The Children.

Then there are the children, delightfully dirty, and consequently extremely happy. The girls just rub along somehow, acting nursemaid or pulling an oar, but the boys in contradistinction to the West have the time of their lives. They are petted and spoiled and tied up for fear they fall overboard. The girl doesn't matter; she's merely a girl.

There's something charming about the sampan life, so primitive, so convenient. It is the cook's galley that does it really, no worry about not finding it. You have got to mislay the whole deck before you lose the galley. And again there is nothing more convenient than the stateroom. Squat, and you're in the living room, lie down, and you have retired to bed. It is all a mere question of posture, and to think you can conduct cooking operations from the cabin is in itself a convenience. I have omitted one thing—the bathroom. It is there—miles of it—and all the effort required to reach it is one good roll and over the side of the boat.

BULLS—OLD AND NEW.

Amusing Blunders from Many Sources.

What is a bull? Brower's "Dictionary of Phrase and Fable" says it is "a blunder or inadvertent contradiction of terms for which the Irish are proverbial."

It may be the nearest we can get to the definition of the word; at any rate, most of us know the bull when we hear it spoken or see it in print.

A reader of Mr. J. C. Percy's entertaining collection of "Bulls, Ancient and Modern," which has just been published by McCreedy, Percy and Co., of Dublin and London, at a shilling, gets full value for his money, for the bulls are found on every page like daisies in a meadow.

The bull got its name from one Obdiah Bull, a London lawyer, who gained an unenviable reputation by his verbal blunders, but Sir Boyle Roche, who could "never open his mouth without putting his foot into it," is the father of the Irish bull.

Nowadays it is the usual thing to ascribe all the ancient bulls to him when the real author is unknown. His own description of a bull was this—

"When you see three cows standing up in a field and one of them lying down, that is a bull."

Mr. Percy has made a rare collection of slips, some of them uttered as late as last January.

Some Irish Specimens

There is the "Answers to Correspondents" column in the "Irish Cyclist," where the writer told the inquirer that "the best way to pass a cow on the road when cycling is to keep behind it."

Even the author has a number of bulls to his credit. Sending out a party of cyclists on one of the Irish tours, he said, "Let the first contingent go ahead, and I will send a man after you to lead the way."

At an Irish angling club dinner the members were told by the chairman, somewhat ambiguously, "It is good to see around me so many old faces that I used to go fishing with years ago."

Then there is the Connemara jurvey who told the author that "thin sheep are mountain sheep, sir. If they lived by the sea they would die," and, later in the drive, replying to a question and pointing to a building said, "We have a woollen industry there that has been shut up these four years."

Journalists, politicians, and lawyers have contributed to Mr. Percy's list. Here is a reporter in a Wolverhampton newspaper writing about "one of these fairs who nearly landed in the water."

Discussing the salary of the Lord Mayor of Dublin on January 2 of this year, Dr. McWalter, an alderman, upbraided his colleagues with "You come here to stay outside and prevent a quorum," while the Lord Mayor of that City, three weeks afterwards, asked, "Are we going to sit here all day listening to you and Counsellor Cogan washing your dirty linen?"

The Irish atmosphere seems to have affected Lord Aberdeen, who, in welcoming the Colonial Premiers to Ireland, said, "The only thing he regretted was that their stay was not shorter."

Coming nearer home, we have the County Councillor who warned his colleagues that "small fox is creeping over the district by leaps and bounds."

Political Slips.

Politicians have been very prolific; even statesmen have made contributions to the bulls, which are preserved in Mr. Percy's book. There is Mr. O'Shea's question on April 24 of last year: "Is it not a fact that the only living animals on this farm are the seagulls that fly over it?" and there is the remark of the late Lord Russell of Killowen at Ballham: "If this coercion measure is passed, no man in Ireland will be able to speak upon politics unless he is born deaf and dumb."

"If you put the hon. members on an uninhabited island," remarked another Irish M. P., "they would not be there twenty-four hours before they had their hands in the pockets of the marked savings."

And here is Mr. Samuel, the Postmaster-General, gravely informing the House "that the number of now overhead wires would be comparatively small, and would be placed underground."

"It is no use for the honourable member," exclaimed Mr. Gladstone, "to shake his head in the teeth of his own words."

It was Major O'Gorman who asked why Irishmen were so fond of laying bare their grievances, and replied, "Why, to have them redressed"; and few can forget Sir Frederick Milner's slip when he said that "the Government will inevitably kill the cow that lays the golden milk," or Sir Ellis Ashmole-Bartlett's protest that "they were getting in the thin end of the wedge by a sort of side wind."

There are hundreds of similar slices of rare humour in the book, which is the best laughter-maker we have seen recently. We cannot do better than conclude with one of the funny sayings of Mr. Jeremiah MacVeagh, M. P.:—

"Since the Government has let the cat out of the bag, there is nothing to do but take the bull by the horns."

TO SUPPRESS THE TIP.

The Mississippi Legislature, according to the news-despatches, has passed a law, says the "Money Magazine," to prohibit tips—fifty dollars fine for the giver, as much for the taker, and one hundred dollars for the employer of the tip-taker. A somewhat similar bill has been introduced by a New York legislator. There is no doubt that the tipping evil is becoming a serious one. Not only does it impose unfair expense on people who have to pay twice for service, but, what is worse, it is breaking down the self-respect and manhood of an increasing class of American people. As true charity is twice blessed, blessing both the donor and the recipient, so the tip is twice cursed, for it curses him that gives and him that takes. It tends to make one a snob, the other a fawning sycophant.

It must be admitted that as to fanning everybody concerned, there is some doubt as to the practicability of the Mississippi statute. There may be danger of adding one more law of the sort that brings lawmaking into something like derision because public opinion refuses to sustain it. Laws that are not generally and uniformly enforced are not desirable; they bring more important statutes into some of the contempt that they evoke. Nevertheless, apart from the question of the workability of the penal clause, we should be glad to see some such experiment tried. If we are ever to end the tipping evil, the only way to do so is by law, not by unorganized public opinion. The Mississippi statute may not be perfect, but at all events it is a start. Perhaps the New York proposal is wiser, in that its operation is limited to hotels, restaurants, dining-cars, and sleeping-cars. Should a notice of legal prohibition be posted in such places, the result might be both effective and salutary.

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The Hongkong Telegraph.

HONGKONG, MONDAY, APRIL 22, 1912.

TIRED OF ENGLAND.

When we recall the England of our young days, a cradle of peace, and the home of a race proud of their heritage, it is depressing to peruse articles in the English Press to day, captioned "Tired of England." They relate to the men of muscle and of brains who have been oppressed with the spirit of decadence and desolation which grips the country; the disorganised and sinister movements which have been fostered of recent years, and the startling readiness with which political pawns move to promote party rather than secure the advancement of a people and an empire. We learn that the emigration offices in London were besieged last month, and Mr. N. R. Colcock, the agent in Great Britain of the Ontario Government, expressed the opinion that the "treacherous proportion of the men were mechanics who were 'fed up' with the state of things in the country—due no doubt to the industrial troubles—and they sighed for fresh fields of labour. A pathetic letter from a cripple also appears. Five men from his own family have forsaken the old home and emigrated to Canada. "If I were not a cripple, I should go myself." In this depressing strain patriotic sons of old Albion write plaintive epistles to the Press. It is sad, melancholy reading to those of us who, though exiled from our homelands, still delight in our magnificent past and have hope of a glorious future. The upheavals are not over yet. The superstructure of the constitution is being undermined, a dangerous creed is being freely disseminated in many parts of Britain, the minds of men are poisoned by syndicalists and socialists. Society is divided. The masses are

DAY BY DAY.

A contented mind is the greatest blessing a man can enjoy in this world.

The Tencho Maru.

The new steamer Tencho Maru, built at Hongkong to the order of the North China S.S. Co., was detained for some time in the Yalu River, in the vicinity of the Wentzechen Crossing, recently, owing to a wire hawser having become foul of her propeller.

Armed Robbery.

A case of armed robbery is reported from Telegraph Bay where seven men, two of whom were armed with choppers, broke into a fisherman's house and stole goods to the value of about \$3.

Alleged Theft of Brass.

A Chinese was charged at the Magistracy this morning with stealing sixty four pounds of brass value \$20 the property of the War Department, from Stonecutters Island. The case was adjourned until Thursday.

Dead Bodies Found.

In all seven dead bodies mostly of children were found in different parts of the Colony during the week end. One case was due to small-pox.

Red Cross Convention.

Dr. J. C. Ferguson has left Peking for Washington, via Siberia, as the Chinese Government representative at the International Red Cross Convention, which meets on May 7. He was not accompanied by Mrs. Ferguson who remains in China till his return.

Brigandage in Szechuan.

A fortnight ago a large party of missionaries, of the China Inland Mission and the British and Foreign Bible Society, left Shanghai for various places in Szechuan, but news has been received that they have not been able to reach their destination says the "N. C. Daily News." They were warned by the authorities at Ichang not to proceed further on their journey, as the up-river country is seriously unsettled by brigandage.

British and Chinese Suffragists.

In appreciation of the doings of the Chinese women who compelled the Assembly to re-open the discussion of the suffrage question by means decidedly militant, the following message has been sent by the Women's Social and Political Union to Mrs. Ching, Shanghai:—British militant suffragists congratulate Chinese women on brave fight, wish them success in preventing establishment political liberty for men only. Let Chinese initiate new regime by giving political equality to women, thus setting example whole civilized world. "L. & O. Express."

H.M.S. Hawke.

H.M.S. Hawke arrived at Singapore on April 14 from Hongkong.

Manager Missing.

Mr. H. B. Walker, manager of Messrs. Steel Brothers, Rangoon, is reported as missing since Saturday, says a wire to the "Strait Times" of April 2. After dining at Kwangung Mill, he took a sampan to go to Seikgyi. Neither he nor any of the boatmen has been heard of since.

All the Differ-ces.

"Accused enlivened a zebra and I remonstrated," said a Chinese complainant in the Singapore police court. "But is it offensive to be called a zebra?" asked the magistrate. "Well," answered complainant, "he called me a zebra and struck me at the same time."

Smokeless Coal.

The "Peking Daily News" learns from Tangtiao that anthracite coal from Honan is now arriving at Tientsin, coming from the district of Huohingfu. It is shipped from the port of Huanglio to Lokou by junk. This coal is smokeless and is steadily increasing in demand by the Chinese as house coal.

A Big Cargo.

The steamship Minnes arrived here yesterday and has brought out to China the biggest single cargo ever carried by any vessel. She sailed from Seattle for Hongkong on March 10 with a cargo containing 20,500 tons of flour, cotton, machinery and general merchandise. Included in the assortment is 13,000 tons of flour, 10,500 bales of cotton and heavy shipments of salmon.

Naval Movements.

H.M.S. Waterwitch sailed to day for Singapore to continue her surveying duties.

Boatwomen Fined.

For unlawfully carrying 17 passengers in excess of the number allowed on her license a boatwoman, owner of a coolie boat, was fined \$10 at the Marine Court this morning. Another who carried passengers without a license was fined a similar sum, while two other boatwomen who had no males between the ages of 15 and 60 years on board their crafts had each to pay \$5.

Appreciation of Mrs. Gordon.

Concert-goers in the Colony entertain the warmest feeling of appreciation of the work done by Mrs. Gordon, who has for quite a number of years done admirable work on the concert platform. She has never spared either pains or trouble in order to appear at all sorts of charitable and other concerts. Certain old residents and concert-goers have conceived the admirable idea of showing appreciation of her work. To this end a concert is to be held in the Volunteer Headquarters on May 1, at 9.15. Tickets, priced at \$2 each, may be had at Messrs. Moutrie's, and we hope they will be well taken up.

Successful Operation.

Miss Viola Price, of the Sister Price now appearing at the Bijou Theatre, has, we learn, successfully undergone an operation for an internal complaint. She hopes to be appearing again in a few days.

Protection of Seal Fishing.

It is stated that in the near future the Japanese Government will institute a system of control for the protection of seal fishing, in conformity with the Seal Fisheries Convention. The Department of Commerce is to receive a special grant of ¥14,000 and will send supervising officials. The Navy Department will combine the control with practice cruising. Next month the "Naniwa," a second-class cruiser of 3,700 tons—well known to foreigners as the vessel which sank the "Kowshing" with all on board at the outbreak of the war with China—is to leave Yokosuka on a cruise, calling at Hakodate, the Kuriles, Petropavlovsk (Kamchatka), Unalaska (Aleutian Islands), then returning by way of Petropavlovsk, Robben Island, and Saghalien, reaching Japan by the middle of October.

TRANS-SIBERIAN ROUTE.

On May 1 certain changes are to come into force with regard to the time-table of the trans-Siberian services, which are to reduce the time occupied in the journey to or from Europe. From that date the boat connecting with the International Express will leave Shanghai on Monday morning, arriving on Wednesday at Tientsin. There the overnight stay will be avoided, as the Express leaves Tientsin at 2 p.m. on Wednesday. A similar gain in time will be secured by passengers for the St. Petersburg Express. These will leave Shanghai on Wednesday mornings and will obtain an immediate train connection at Tientsin on the Friday.

For the present no connection at Tientsin will be possible with the Moscow Express, and a delay of two days at Tientsin is unavoidable. Messrs. Racine Ackermann & Co., the Shanghai agents, state, however, that they are making special efforts to secure for passengers already booked for this train accommodation by the St. Petersburg Express, if this change is desired.

As regards the outward journey, the boat connecting with the International Express will arrive in Shanghai on Mondays, while the boat to arrive on Sundays will be in connection with the Moscow Express. In each case the night's delay at Tientsin will be avoided. No information as to the services west of Harbin is at present available, but it is anticipated that some five hours will be saved on this part of the journey. "N. C. Daily News."

Canada, the largest British possession, is nearly four million square miles in area. Gibraltar, the smallest, measures less than two square miles.

THE CRIMINAL SESSIONS.

Ayris Sentenced to Five Years.

This morning, before Mr. H. H. J. Gompertz (Paisno Judge) Edwin Berkeley Ayris, who had pleaded guilty to five charges of embezzlement and falsification of accounts, was brought up for sentence.

The Attorney-General, Hon. Mr. C. G. Alabaster, said the prisoner had pleaded guilty to five charges, the first of embezzling \$160, the second of embezzling \$60, the third of embezzling \$70.00, and the two last charges of falsifying accounts in respect of the sums of \$621 and \$200, the property of the South China Morning Post Co., Ltd.

His Lordship—Are there any other deficiencies?

The Attorney-General—He is charged with amounts totalling a little over \$1,000, but there is a total deficiency of more than that.

Prisoner was sentenced to five years' hard labour on each count, sentences to run concurrently.

The Attorney-General—I don't know whether it is necessary, but the prisoner was not called upon.

His Lordship—Well the sentence I have imposed is the minimum I can possibly give.

FIVE YEARS FOR FORGERY.

Francis Lucas Picard pleaded guilty to having forged an authority for a cheque book, and with having forged and uttered two cheques of \$120 and \$50 respectively on the Yokohama Specie Bank.

Mr. E. R. Bellios, instructed by Mr. Leo D'Almada e Castro, appeared on behalf of the prisoner.

The Attorney-General said the prisoner was formerly in the employ of Mr. Vernon, of the Boa Vista Hotel at Macao. He forged an order purporting to have been signed by Mr. Vernon for a Yokohama Specie Bank cheque book. Mr. Vernon afterwards stated that the signature was a very clever forgery. Prisoner left Macao and came to Hongkong, where he lived at a Japanese hotel, where he paid his way with a forged cheque. Another forged cheque was found in a room at a certain house in Sampson Street, where prisoner had been living.

Mr. Bellios said he would rather Mr. Vernon had been present, as he could speak as to prisoner's character. He personally suggested that the company prisoner had kept had him to forge the cheques. His only plea, however, would be for a mitigation of the sentence. On the facts before the Court, prisoner did not look like a hardened criminal, as his methods were crude and clumsy.

His Lordship—How old is he?

Mr. Bellios—He is twenty-four. Prisoner was sentenced to five years' hard labour on each count, sentences to run concurrently.

MANSLAUGHTER CASE

DISMISSED.

Abdul Rashid pleaded not guilty to a charge of having unlawfully killed a Chinese named Ng Luk Chie.

The Attorney-General said he had considered the evidence very carefully when it was given at the Police Court, and he had come to the conclusion that it did not justify a conviction. He therefore did not intend to offer any evidence.

The jury were informed of the course to be taken by the Attorney-General.

A verdict of not guilty was returned, and the prisoner was discharged.

THE YAUMATI ARMED ROBBERY.

Before Mr. Justice Gompertz three Chinese were charged with attempted armed robbery in Yaumati Bay on the 26th February.

All three men pleaded not guilty.

The Attorney-General in the course of his statement for the prosecution said that evidence would be called to prove that the prisoners on the date mentioned in the charge go into a sampan which was lying alongside a steam launch in Yaumati Bay and asked the women in charge of it to row them to a salt junk lying

further out in the bay. The women, of whom there were three, carried out the instructions given them by the prisoners but on arriving at the junk they were told that was not the one. They then seized the women and a revolver was pointed at the head of one of them. A demand for money was made and the women screamed out. The screams attracted the attention of people in junks hard by and they came to the rescue. The men were arrested, two of them having to be taken from the water as they had jumped over the side thinking that by doing so they would avoid arrest.

The defence was a total denial of the attempted robbery.

The jury returned a verdict of not guilty and the prisoner was discharged.

DEATH OF MR. A. J. RIBEIRO.

The death occurred on Saturday morning of Mr. A. J. V. Ribeiro, one of the oldest and most respected members of the Portuguese community. The late Mr. Ribeiro was born in Macao in 1849 and came to Hongkong early in the sixties. He was for 40 years in the employ of Messrs. Jardine, Matheson & Co., but had latterly retired into private life. He was an excellent scholar, and was a frequent contributor to the Portuguese newspapers and to the local press. Death was due to heart failure. The deceased gentleman leaves a widow and eight sons. The funeral took place yesterday, being very largely attended.

MOTOR BOATS FOR MANILA.

Two Boats Begin the Voyage Under Their Own Power.

On Saturday the two motor boats built by W. S. Bailey & Co., Ltd., began the voyage to Manila under their own power, being the first motor vessels to make the attempt.

The boats are of tank, 70 feet long, 15 feet beam and 7 feet deep and of about 45 tons gross and are built for the Quartermasters Department of the U.S. Government. They are intended for cable work on the Philippine Coast and equipped with heavy booms, winches and lifting gear for that purpose.

The motors are of the Speedway six cylinder type of 100 horse power, using gasoline as fuel, and on the trials gave the utmost satisfaction. Each boat made six consecutive runs over the measured mile, attaining a speed of 10 knots in ordinary trim and of 9.1-2 knots when loaded to her deep draft; this speed being 1.1-2 knots in excess of the builder's contract.

Before leaving Hongkong, and as a further reliability test, the vessels were subjected to a five hours' continuous full speed trial, and having each taken in 1,000 gallons of gasoline they left the builder's works at noon, escorted by the U.S. Transport Lisicum. Passing through Lyeemoun they made a pretty picture, going at full speed, the Lisicum appearing to have all she could do to keep up with them. When well clear of the pass they eased down to half speed for the voyage.

WAR SCENES.

Some Pretty Booklets.

The Commercial Press, Limited, of Shanghai, must be congratulated on a neat series of tiny volumes of war scenes. For the most part they are well printed, and the pictures are made more interesting by reason of pithy and helpful explanatory lines underneath.

The pictures cover a wide range and embrace not only scenes of recent revolution but portraits of notables, both military and administrative.

As an enduring record of an epoch-making period these handy volumes are well worth securing, and the fact that the text is printed both in English and Chinese makes them especially useful and valuable. Our readers are urged to secure some, if not all of the series.

C.Y.C. CLOSING CRUISE.

A Successful Gathering.

The closing cruise in connection with the C.Y.C. was held at Lai Chi Kok yesterday, in brilliant sunshine. There was a good attendance, and for fraternity and good spirits the gathering has never been excelled in the Colony.

At the close of the gathering one of the launches was grounded and the passengers were transferred to one drawing loss water.

A special article on the function, by "Xaverian" will appear in to-morrow's issue.

The following were the results:—

Ladies.—Handicap class Race, 1; Daisy (Mrs. Rosemann); 2, Ayasha (Mrs. Cameron).
Hays Class Race.—1, Dawn (Mr. Mitchell); 2, Liza (Mr. Marshall).

Visitors or non Boat owning members: Gall Class Race.—Asthore (Capt. Dixon); Gael (Mr. F. Leinfesty).

Visitors or Non-Boat owning members: Handicap Class Race.—1, Daisy (Mrs. Withers).
2; Corrinnes (Mr. Kelly).

Ladies.—Howard Hays Class Race: 1, Dawn (Mrs. Cameron); 2, Sirius (Mrs. Kent).

Ladies Gael Class Race:—1, Asthore (Miss Rodger); 2, Anna, (Miss Barlow).

Ladies Motor Boat Race:—1, Britannia (Mrs. Thornhill); 2, Sonja (Miss Wilton).

Visitors or Non-Boat owning members: Motor Race:—1, Sonja (Mr. Wilton); 2, Britannia (Mr. Bond).

Dr. Clark presided over the prize-giving ceremony which was graciously performed by Mrs. McIver.

A vote of thanks was accorded Mrs. McIver and she was also presented with a silver vase. Mr. McIver returned thanks on behalf of his wife.

The following cup winners for 1911-12 were also presented with their prizes.

Cruiser Championship.—1st, "Dorothy 11," W. G. Lyndon; 2nd, "Marion," A. I. Lean.

Handicap Class Championship.—1st, "Lily," P. Bell; 2nd, "Daisy," C. Rosemann; 3rd, "Ayasha," G. P. Shadden.

Howard Hays Class Championship.—1st, "Sirius," A. A. H. Milroy; 2nd, "Dawn," D. K. Blair; 3rd, "White Rose," H. A. Cox.

Gael Class Championship. 1st, "Gael," Messrs. McIver and Guy; 2nd, "Asthore," A. Rodger; 3rd, "Beatrice," J. A. Dove.

Commodore's Cup—"Sirius"—A. A. H. Milroy.

Vice-Commodore's Cup.—"Asthore"—A. Rodger.

Handicap Class Challenge Cup—"Daisy"—C. Rosemann.

Bellios Cup—"Sirius"—A. A. H. Milroy.

Warren Memorial—"Gael"—L. Guy, M. McIver.

Lily Prize—"Haleyton"—P. D. O. Johnston.

Sirius Cup—"Liza"—G. Miskin, C. Blaker.

Gael Prize—"Alannah"—C. D. J. Bell, G. A. Cooke.

"Also Ran" Cup—"Liza"—G. Miskin, C. Blaker.

Ayasha Cup—"Daisy"—C. Rosemann.

Dorothy Cup—"Gael."

For the success of the function thanks are due to the following gentlemen:—Commodore: Dr. Francis Clark; Vice-Commodore: G. G. Wood; Hon. Treasurer: R. P. Phillips; Hon. Secretary: Alex. P. Storrie; Hon. Asst. Secretary: James Spittles; Official Messengers: C. D. J. Bell; Duty Messengers: C. Rosemann, W. L. Leask; Official Members: J. Reidie, E. F. Gibson, M. McIver, A. A. H. Milroy, J. M. Irving; Judges: A. A. H. Milroy, Alex. Rodger, F. Howell; Clerks of Course: J. Reidie, J. M. Irving, C. Rosemann, C. D. J. Bell; Starter: E. F. Gibson, M. McIver; Time Keeper: F. Howell; Stewards: James Spittles, H. Coombs, A. L. Gee; A. Feiler, E. Colclough, H. F. Scriven.

THE GREAT RAYMOND.

Hong Kong, 17th April, 1919.

Shipping

CANADIAN PACIFIC RAILWAY
COMPANY'S
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of Japan" ... Satur. May 11 "E. of Ireland" ... Fri. May 17.
"Monteagle" ... June 1 "Allan Line" ... June 7.
"E. of Britain" ... June 28.

All steamers leave Hongkong at 6 p.m.

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Passenger tickets booked to all the principal ports in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
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INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steaming On

HONGKONG, KOBE & MOJI KUTSANGT ... Tue day, 23rd April, Noon.
TIENTSIN via WEI-HAIWEI CHEONGSHING ... Wed day, 24th April, Noon.
SHANGHAI KWONGSANG ... Thurs day, 25th April, Noon.
SINGAPORE, PENANG & CALOUTTA NAMSANG ... Saturday, 27th April, Noon.
MANILA LOONGSANG ... Saturday, 27th April, 2 p.m.
MANILA YUENSANG ... Saturday, 4th May, 2 p.m.

RETURN TOURS TO JAPAN (Occupying 21 days).

The steamers "Kut ang," "Namwang" and "Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland S. S.) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, via Chingwangtan.
Taking Cargo on Through Bills of Lading to Kaiti, Lahad Datu, Fampora, Tawau, Crakan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.
Telephone No. 216.
Hongkong, 20th April 1912.

"SHIRE" LINE OF
STEAMERS, LD.PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For STEAMERS DATE OF DEPARTURE.
LONDON ROTTERDAM & ANTWERP FLINTSHIRE ... About 15th May.
SHANGHAI, KOBE & YOKOHAMA MONMOUTHSHIRE ... 1st June.
LONDON & ANTWERP DENBIGHSHIRE ... 15th June.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
AGENTS.

Hongkong, 9th April, 1912.

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE

HONGKONG TO CANTON TON TO HONGKONG

MONDAY, 22nd APRIL.

10.00 p.m. "KINSHAN" 5.00 p.m. "FATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

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S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays, at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 22nd APRIL.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 487 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri. at 9 a.m. Departures from Canton to Macao on Tues., Thurs., & Sat., at 1.30 p.m.

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HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 588 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

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Opposite the Bank of China.

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(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

Destinations.	Steamers.	Sailing Dates.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID ...	*ATSUTA MARU, Capt. J. Nagao, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 24th April, Daylight. WEDNESDAY, 8th May, at Daylight
VICTORIA, B.O., & SEATTLE via SHANGHAI, MOI, KORE, YOKOHAMA, OHI, & YOKOHAMA	*AWA MARU, Capt. R. Shimizu, T. 7,000 SADO MARU, Capt. N. Iwamoto, T. 7,000	TUESDAY, 2nd April, at Noon. TUESDAY, 7th May, at Noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	*YAWATA MARU, Capt. T. Saeki, T. 5,000 NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 10th May, Noon. FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE AND COLOMBO	*TOSA MARU, Capt. T. Sato, T. 7,000	MONDAY, 29th April.
SHANGHAI, MOI & KOBE	*CEYLON MARU, Capt. Y. Tazawa, T. 6,000	WEDNESDAY, 24th April.
KOBE & YOKO	*KITANO MARU, Capt. F. E. Cope, T. 3,000	THURSDAY, 25th April.
N'ASKI, KOBE & YOKOHAMA	*NIKKO MARU, Capt. M. Yagi, T. 6,000	WEDNESDAY, 8th May, at Noon.

* Cargo only.

* Fitted with new system of wireless telegraphy.

* Calling at Rotterdam after Antwerp.

CALCUTTA LINE.

SINGAPORE, PENANG, & CALCUTTA	JINSEN MARU, Capt. M. Maehida, T. 4,000	SATURDAY, April 20th.
	TOTOMI MARU, Capt. A. Mosker, T. 4,000	SATURDAY, May 4th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

Steamer.	Tons.	Captain.	From Hongkong
ATSUTA MARU	9,000	J. Nagao	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYASAKI MARU	9,000	T. Mura	May 22nd.
KITANO MARU	9,000	F. E. Cope	June 5th.

FOR SEATTLE.

AWA MARU	7,000	R. Shimizu	April 28th.
SADO MARU	7,000	K. Arakawa	May 7th.
INABA MARU	7,000	B. Tominga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chester Road.

T. KUSUMOTO,
Manager.CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	STEAMERS.	To Sail.
MANILA, CEBU & ILOILO	"KAIFONG" ... 23rd April	4 p.m.
SHANGHAI	"CHINHUA" ... 25th	4 p.m.
HAIPHONG	"SINGAN" ... 26th	9 a.m.
WEI-HAIWEI & TIENTSIN	"HUICHOW" ... 26th	4 p.m.
TSINGTAU, CHEFOO & NEWORWANG	"KIUKIANG" ... 26th	4 p.m.
SHANGHAI	"ANHUI" ... 27th	Midnight.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE

ISLAND, COOKTOWN, C. IRNS, TOWNSVILLE, "GUTHRIE" ... 4th May, 4 p.m.
BRISBANE, SYDNEY & MELBOURNE

DIRECT SAILING TO WEST RIVER, TW. W. 1/2

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

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N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Foochow.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

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(Hongkong) 22nd April 1912

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LINIE.IN CONJUNCTION WITH
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Regular Sailings from JAPAN, CHINA and PHILIPPINES,
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Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. SITHONIA ... 24th April

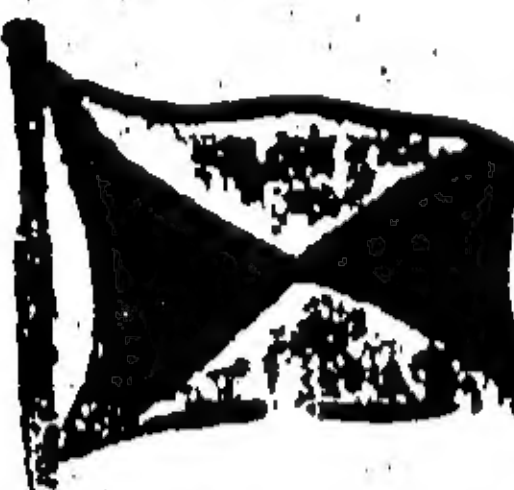
ANDALUSIA ... 1st May

BAYERN ... 8th May

For Further Particulars, apply to—

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Hongkong Office.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4300	S. A. Crosby.	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 30th April, 4 p.m.
ZAFIRO	4000	M. C. Smith.	Manila, Mangarin, Iloilo and Cebu.	FRIDAY, 10th May, 4 p.m.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS

Hongkong 20th April, 1912

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JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjibodas	SHANGHAI	...	JAVA	2nd half April
Tjilawong	JAPAN	2nd half April	JAVA	2nd half April
Tjilatap	SHANGHAI	2nd half April	JAVA	1st half May
Tjimahi	JAPAN	2nd half April	SHANGHAI	1st half May
Tjimanok	JAPAN	1st half May	JAVA	1st half May
Tjipanas	JAVA	1st half May	JAPAN	1st half May
Tjikini	JAVA	1st half May	SHANGHAI	2nd half May
Tjilaoen	JAVA	2nd half May	JAPAN	2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375 York Building.

[15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all ports in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Green	May 7th, Noon.
S.S. "Nippon Maru"	11,000	A. G. Stevens	May 28th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	June 4th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	June 26th, Noon.

These steamers are equipped with Turbine Engines and Triple Screws.

All steamers carry Japanese Government wireless telegraph and post-office.

The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KIELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon.

INTERMEDIATE SERVICE.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

SOUTH AMERICAN LINE

(In connection with the National Railway of Mexico at Mazatlan and the

Teleantepac National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
---------	------	-----------------

Hongkong Maru ... 11,000 ... Friday, June 7, Noon

Kiyo Maru ... 17,500 ... Saturday, Aug. 4, Noon

Buyo Maru ... 10,500 ... Friday, October 4, Noon

For Further Particulars as to Passengers and Freight, apply to K. MATSUDA, Agent

(KING'S BUILDING Opposite Blake Pier)

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

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SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 82, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP

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TOURS arranged to ALL PARTS OF THE WORLD.

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LOG BOOK.

Great Shipping Combine.

The statement that Lord Pirrie intends at an early date to retire from active shipbuilding work is primarily based on an interview he has given to the "Review of Reviews."

It has, however, been an open secret in Belfast for some time past that his lordship contemplates the step indicated. Messrs. Brown already hold a considerable interest in Harland and Wolff and it is understood that the firm will, by taking over Lord Pirrie's shares, automatically obtain full control. It is not improbable that several smaller Clyde yards will also be absorbed. Messrs. Brown will also take over the repairing yard at Southampton and the new yard at Bootle, in addition to the recently acquired concern on the Clyde. This great shipbuilding combine will be run, it is believed, on lines somewhat identical to the big international shipbuilding combine. Several of the smaller boats now on order from Harland and Wolff will be built on the Clyde. Nothing is yet definitely known as to the date on which Lord Pirrie will retire. Lord Pirrie, who recently underwent an operation, is not at all well, and his condition causes anxiety.

Echo of Hawke Collision.

The collision in September last between the liner Olympic and the cruiser Hawke was recalled in the Court of Appeal upon the cross applications of the parties for leave to adduce further evidence on the hearing of the pending appeal from the judgment delivered in the Admiralty Division. The new evidence had reference to the spot where the collision actually occurred, which had been disputed, and Mr. Laing, K.C., for the Olympic, now informed the Court that as the result of "sweeping" operations a piece of the bows of the Hawke had been found at the bottom of the sea at a point which, he declared, confirmed the calculation of the Olympic's captain. For the Admiralty, Mr. Aspinall, K.C., opposed the application, which, he said, ought only to be granted on special grounds, which were absent.

TO DEVELOP POTASH IN
AMERICAN.

To develop more thoroughly the fertilizer and potash resources of the United States, says the "American Sugar Industry," Secretary Wilson of the Department of Agriculture, has established at Reno, Nev., a laboratory for the examination of natural material thought to contain potash. The laboratory has been organized under a co-operative agreement between the Mackay School of Mines, the Bureau of Soils and the United States Geological Survey. The laboratory is in charge of Prof. George J. Young, of the Mackay School of Mines, and A. R. Morz, of the Bureau of Soils. Facilities have been provided for the examination and assay of all potash-bearing materials, and of saline waters and minerals. The laboratory will be at the disposal of the public free of charge.

Potash occurs in nature in two classes of compounds, those soluble in water and those insoluble therein. The insoluble compounds include alunite, leucite, certain feldspars and various other minerals, but as yet no process has been developed for the successful commercial extraction of potash from these materials, excepting possibly in the case of alunite, which is used in Italy as a source of potash alum.

The soluble potash compounds, which are the only ones of present commercial value, include potassium nitrate or nitre, potassium chloride and various double salts of potassium with other elements, notably kainite, a compound of potassium chloride and magnesium sulphate; and "manure salts," a variable mixture of chlorides and sulphates of potassium.

PASSENGERS.

Номакжа Нотил.

UNCLAIMED TELEGRAMS.

Outward

Per P. and O. steamer Malwa, connecting with the steamer Assaye at Colombo. From London March 8:—

To Yokohama:—Mr. E. P. Broadwick.

To Shanghai:—Mr. D. Maitland.

To Hongkong:—Comdr. H. Luxmoore, Mr. E. P. Lang, Mrs. Miss, and Messrs. Lindstrom, Mr. F. W. Foster.

To Singapore:—Mr. R. S. Bainbridge, Miss L. Standowick, Miss W. M. Church, Mr. H. F. Mills, Mr. J. V. Jordan, Mr. J. S. Mackay, Mr. T. S. Livingstone.

To Penang:—Mr. J. King, Mr. L. B. Symes, Mr. E. Nightingale, Miss F. Bridge, Mrs. O. D. Freer, Mr. D. C. Jeffery, Mr. A. Goldie.

From Marseilles March 15:—

To Hongkong:—Mr. J. Bain.

To Penang:—Mr. H. T. Bingham, Mr. A. Scott, Mr. G. V. Oldham, Mr. J. Craig.

Per P. and O. steamer Borneo. From London March 9.

To Yokohama:—Mr. E. F. Seymour.

To Shanghai:—Mr. and Mrs. J. Male, Mrs. and Miss Parrott, Miss E. Roope, Miss L. Walker, Mr. and Mrs. A. Rouse and children, Capt. and Mrs. F. W. Atkinson, Miss A. Proctor, Capt. and Mrs. T. A. O. Best.

To Hongkong:—Mr. S. W. Usteria, Mrs. T. Brazier and children; Mr. A. M. Pritchard.

To Singapore:—Mr. P. Glynnis, Mr. E. C. H. Charlwood, Mr. P. G. Norman, Mr. J. R. Keridge, Capt. T. B. Olive, Lieut. B. T. C. Frenth.

To Penang:—Mrs. W. N. Bright and child, Mrs. B. M. Smith, Mr. G. H. Jennings, Mr. and Mrs. W. E. Copeland, Mr. R. M. Fenton, Mr. Fairweather, Miss Crouly, Mr. D. C. Macaskill, Mr. J. L. Sime, Mr. P. A. O. Forbes, Mr. R. Taylor, Mr. R. Douglas, Miss K. Walker, Mr. N. Bevan, Mr. Hamby, Mr. W. E. Wallis.

Per P. and O. steamer China, connecting with the steamer Oceania at Colombo. From London March 23.

To Yokohama:—Mr. and Mrs. Trevelan and children.

To Singapore:—Mr. G. Frazer, Mr. B. R. O. Reid, Mr. H. de B. Williams, Mr. F. R. Sayers, Mr. N. W. Steinberg, Mr. H. H. Holdbrook, Mr. W. L. Horwell, Mr. W. A. Taylor, Mr. E. W. Tayleur, Mr. P. A. Winter, Miss L. Shand, Mr. G. E. Teale, Mr. R. J. A. Wynne, Capt. R. L. Moore, Mr. J. Milne. To Penang: Mr. Park and child.

From Marseilles March 30.

To Singapore:—Mr. A. Frazer.

Per P. and O. steamer Syria. From London March 23.

To Shanghai:—Mrs. and Miss C. L. Lowdon.

To Hongkong:—Mrs. Ormiston and child, Mrs. W. J. Rattison and child.

To Samarang:—Miss K. Pentreath.

To Singapore:—Mr. E. Pugh, Mrs. Wolferstan, Mrs. and Miss Abrams, Mrs. J. B. Morrell, Capt. H. G. H. Morrell, Mr. W. R. C. Hickey, Mrs. E. Southam, Dr. C. Strickland, Mr. C. A. R. Gostley, Miss Anderson, Mr. W. Annett.

To Penang:—Mr. Park and child, Mr. and Mrs. F. Manu, Mr. and Mrs. J. Bailey and children, Mr. W. Field, Miss A. Boraton, Mr. A. J. Hall, Miss L. Leford, Mr. C. E. Bryer, Mr. T. Grieve, Miss Gilda, Mr. C. Strickland, Mr. J. E. Wilde, Mr. D. Graham, Mr. W. S. Harding, Mrs. D. Lawler-Bailey.

Per P. and O. steamer Macedonia, connecting with the steamer Devanha at Colombo. From London April 4.

To Singapore:—Mr. and Mrs. J. W. Boyd-Walker, Mr. and Mrs. S. A. Lane and child, Mr. C. E. W. Hogge, Mr. A. C. Vigers, Miss H. M. Barrett, Mr. G. Pierson.

From Marseilles April 11.

To Singapore:—Mr. and Mrs. T. H. Stewart, Mr. and Mrs. Rouhens and children.

Per P. and O. steamer Nore. From London April 6.

To Yokohama:—Mr. K. Ogilvie.

Mr. F. Singer.

To Shanghai:—Mrs. and Master Wedermayer.

To Hongkong:—Mr. W. T. Harbord, Mrs. A. C. Cleverley and child; Miss King.

To Singapore:—Mrs. T. W. Rowley and children, Mr. and Mrs. W. H. Hansen, Mr. H. K. Shaw, Miss A. L. MacKenzie.

Mrs. W. Blake and child.

For N.D.L. steamer Prinz Ludwig
From Hamburg March 7
To Yokohama: Mrs. H. and
S. M. Sonojika, Mr. and Mrs.
W. Winterfeld. To Hongkong:
H. Riemschneider, Mr. H.
Lumacher, Dr. V. Sevilla, Mr.
Jindner, Mrs. Bahrmann and
children. From Antwerp March
10.—To Sourabaya: Mrs. W. Do
las. To Singapore: Mr. and
Mrs. W. Coops, jun., Mr. and
Mrs. J. Movy. From Southampton
March 12.—To Yokohama:
S. Hauptmann Solger and
child, Mrs. A. Hilde and
child, To Shanghai: Mrs. A.
Jalsh and child, Miss H. D.
Arden. To Fongkong; Mr. and
Mrs. E. W. Carpenter, Mr. C. B.
Ido. To Sandakan: Mr. O.
Munn. To Singapore: Miss
Sammy, Mr. G. Horne, Mr. A.
Berenson, Mr. and Mrs. Lindsay
Downe. To Penang: Mrs. R.
Witt and children. From
Nouma March 21.—To Yokohama:
and Mrs. E. Schaumlöffel.
Kobe: Mr. and Mrs. C.
Hecken. To Shanghai: Mrs.
Henderson, Mr. Willich.
Hongkong: Dr. T. von Wesel,
and Mrs. Salecker and child;
Kammorich, Sister B. Bur-
ger, Madam S. von Wechsner,
T. B. von Harding, Mrs. N.
ucker, Miss E. Wilhelm, Mr.
Mercier, Mr. Strohkorb. To
Manila: Mr. and Mrs. Grossman,
Mr. Hoyer, Mr. Paternoster. To
Bangkok: Mr. A. Marlow.
Batavia: Mr. H. G. Consalves.
Sourabaya: Mr. J. de Haan,
R. C. von Bezujio. To Sama-
rangha: Mr. J. P. A. Paris
and family. To Belawan-Deli:
Miss E. Wallach. To Singapore:
F. L. Bondien, Mr. M. P. Omen,
P. F. J. J. F. Biberlo, Mr. P.
Fracke, Mr. B. Bos, Mr. G. W.
van Dapperen, Mr. van Hoegarde,
G. Goldschmidt. To Penang:
F. M. G. Goldberg, Miss Schmidt,
Mrs. de Benux, Mr. H. B. C. Falk.
From Port Said.—To Hongkong:
Miss W. M. Carden. From
Calcutta.—To Shanghai: Dr. and
Mrs. Myderse, Mrs. McClellan,
Dr. J. L. Tillotson. To Hongkong:
Dr. F. J. Hemmett, Dr. H. E.
Sanason and daughters.

HOTEL LISTS.

ASTON HOUSE.
Baker, Mr. and Marshall, Miss.
Mrs. P. J. McFos, G.
Conar, G. A. Meyer, Mrs. B.
Dine, L. Morris, Mrs. de
Broe, A. de Morton, Mrs.
Burgiois Muller, H.
Burnell, L. G. Nolasco, Dr. and
Dryden, Mr. and Mrs. L.
Mrs. J. La Ouli, F.
Faggy, H. Pearce
Barry, C. F. Pettigrew, R.
Goldberg, L. R. Peterson, W.
Mrs. A. Pierron, Ang.
Graudo. Kitchey, F.
Gregor, N. B. Russell, R. O.
Hopkins, K. W. Rosenthal, W.
Jessen, Mrs. E. V. Roussein, Mrs. G.
Johnes T. J. Silva, A. M. de
Kemble, Dr. A. C. Stewart, G. M.
Foeh, A. St. wit, T. B.
Gnanter, Mr. and Sullivan, J.
Mrs. H. and Tchernousky, A.
family Watson, Mr. and
Iamma, H. de Mrs.
Lapicque, P. A. Ward, E. B.
Legrand, Miss F. E. Wong, Dr. C. H.
Logbl, V.

GRAND HOTEL.
Atkins McKean.
Boas, Du Miller, E. D.
Braga, J. Myall, A. T.
Riase Peyton-Giffin
Brown Fabun, Mr.
Bruhn, F. Mrs.
Burns, L. N. Polla, d. C.
Claypool Pond, E. H.
Cox, R. Pool, Miss
Crew, Mr. & Mrs. Quessly, Mr. and
A. B. Mrs.
Crighton, W. T. Roberts, Mr. and
Doyle, Mr. & Mrs. Mrs.
Frampton Miss Rogage, Dr.
Frith Smith, Roy, H.
Greenhill Spivau, H. A.
Hall Stewart
Icon Tempest, Miss
Jastrand, Alfred Ternan, J.
Key, Dr. F. Thier, Fed.
King Vieina, M.
Kentest, F. P. Vincent
Lyman Ward
Luckey Young, Miss
McCormack, G.

ORIENTALISM.
Adams, Mr. & Mrs. Harrellfoot, Liku.
& 2 children & Mrs.
Astons, Lieut. and Hindle, W. B.
Mrs. Jones, Dr. & Mrs.
Benley, J. Eyas
Caldevel, Mr. & Mrs. Mackean, A.
Carleton, A. E. Smittle, Mrs. G.
Chiechen, F. J. Thomas, H. P.
Gaskell, Mr. and Wilson, L. G.
Mrs. W. H. Wood, E. M.
Grat-Saitte, Mrs.

Andrews, Miss I. Misroa
Ashton, J. G. Kirkham, J. O.
Askwith, Col. and Krausman, A.
Mrs.
Baldwin, Mrs. A. M. Lopes, Lt. J. N.
Bato, E. R. Loef, L. N.
Beikins, B. Lehman, R.
Bellios, Mr. & Mrs. Leznitro, R.
R. E. Lowie, L.
Bellios, Mrs. E. R. Liow, J. van
and maid Lindon, P.
Bell, C. D. J. Lloyd, G. T.
Belton, O. Mackie, D. M.
Birchough, W. Macquoen, T. D.
H. H. Mac bat, Dr. O.
Bluet, Lt. Comd. Marshall, Mr. and
B. W. Mrs. J. T. W.
Biscooe, Miss Marstat, W. B.
Brill, Dr. and Mrs. Mats n, F.
Bumann, F. Mc'anes, Mrs. I.
Calapulo, C. J. C.
Calpan, M. McKoon, Dr. W.
Chapman, Mr. Morgan, Miss
Chapman, Miss Martin, J.
Clark, Mrs. L. Muhlinghaus, M.
Cowen, S. P. & Mrs.
Cranton, J. W. Mulder, Mr. and
Cross, Mr. and The Mrs. J. D. F.
Hon. Mrs. A. W. Mould, P.
Curry, G. P. Newman, Mr. and
Dalmeyer, Capt. N. Mrs. E.
Darby, Mr. & Mrs. Nissensohn, Mr.
J. H. Noble, Mrs.
Davies, Hon. W. Northcom, Cap.
Rees, M.O. and Mrs. F. L.
O'Oettingen, V. Prefra, J. M.
New, W. C. Pareira, J. G.
Drummond, Mr. & Poohlin, V. R.
Mrs. W. V. Pechnin, E. C.
Eames, E. J. W. Rialto, J. van
Ehrenfels, Mr. and Kay, E. H.
Mrs. H. C. Raymond, E. M.
Eicke, Mr. & Mrs. Reay, Miss F.
Elliot, Mrs. H. St. Reny, Mr. & M.
Chair F.
Elhuor, F. Ricketts, W. R.
Fernandes, J. V. Rush, F. G.
Fireks, F. Von Scheuemaun, F.
Flaher, H. G. F.
Florin, A. G. Schuster, Dr.
Frank, F. W. Schwolke
Frauch, Mr. & Mrs. Shidols, C. H.
E. M. & child Skrimchei
Polom, Miss T. O. C. V. S.
Fultra, Denman Smith, E. E.
Gauber, R. Solomon, H. H.
George, Mr. & Mrs. Spalding, Dr.
F. J. Mrs. A. D. & i
G-o-g-e, Miss Spitles, J.
Goldsmith, L. A. Stanford, Mr.
Goldboura, V. Mrs. W. E.
Gond, Mr. & Mrs. J. Stanfield, L.
Grossman, Mr. & Stopford, Lt. E.
Mrs. P. Soueli, Mr.
Hale, Mr. & Mrs. Mrs. V. A.
B. A. Steinh, S.
Hall, Capt. T. P. Square, Miss V.
Harmer, Mrs. P. Staines, Lt.
Hamnet, F. H. Mrs. O. E.
Hannibal, Mr. and Tav-nor, Mr.
Mrs. W. A. Mrs. T.
Howard-Hays, Thornton, M.
Mrs. T. Mrs. M.
Hauber, Lt. G. Uyemaru, K.
n.x. Vaughan, Cap.
Hewett, Hon. E. A. Vermoli, G.
c.o.g. Vollbrecht, M.
Hewett, Mrs. E. A. Miss, F.
Hille, Miss Wald, G.
Hodgson, J. P. Waller, Col.
tough, Dr. S. Mrs.
Howard, Mr. and Waterman, E.
Mrs. E. Water, L.
Hu-Bernard, Dr. S. White, Mr. &
M. B. H. L. H.
Humphreys, Major Whitmarsh, A.
Humphreys, Miss White, O.
Innes, Capt. R. Wigford, F.
Isoule, E. R. Wilford, L.
Jones, Miss L. C. Wilton, B. O.
Hurtado, E. L. Wright, Mrs.
Joseph, R. M. Mrs. J. F.

KING EDWARD HOTEL.
Alexander, Mr. and Mrs. Knox, J.
Mrs. and child Machoff, C.
ro, F. A. Massey, Miss
Avenell, Mr. and Ma h, J. B.
Mrs. McCormack.
Barnattyn, Capt. McHugh, M.
Bay-stony, Miss A. Mrs. F. H.
Bayly, C. Mirza hima
Bellinos, Dr. Mody, Mr.
Bradshaw, H. J. H. N.
Chatfield, N. Mulser, Dr.
Chieholm, J. Murray, M.
Cowan, Mrs. Nobbs, A. R.
Edwards, F. F. Olten, C.
Elrhardt, Mrs. and Pasmore, C.
child Mrs.
Ellis, Mr. & Mrs. Peal, C. A.
R. H. Pearman, H.
Elvino, C. A. Percy, C. A.
Fial or, F. Prebergson.
Ginkol, A. Ram ay, M.
Haskell, A. Ribero, D.
Hilla, E. R. Reed, E. B.
Hirano, H. Ross, L. O.
Hunter, H. Shearer, M.
Klug, Dr. Mrs. J. I.
Kemp, Capt. and Sibree, Dr.
Mrs. W. J. Silva, F. d.
Keaton, A. C. Smith, Mrs.
Kingham, Mr. and Spurge, L.
Mrs. Stewart, C.
Kraft, Mr. & M. s. Mrs. Al.
W. D. and child
Laminzen Mr. & To ket, M.
Mrs. C. Mrs. A.
Lemaire, Mr. and Watkins, I.
Mrs. & child * Waltons.
Laria, Consul & Young, J.
Mrs.

Eastern Extension.

List of unclaimed telegrams lying in the Eastern Extension Office at Hongkong:—

Bard, Peak Hotel, from Or-nardal.

Benjamin, Passenger Austria Lloydiano, from Shanghai.

Boteler, Hongkong Hotel, from Manila.

Captain Hunt, Punjabis, from London-Sub.

Compton, from Manila.

George Desbion, from Manila.

Hunelougue, Fathengkaihow Street, from Port Louis, Mauri-tius.

Jaun Wah, Connaught Road, rfrom Friesland.

Konghaplong, from Manila.

Konhoplong, from Iloilo.

Kwongyank, from Singapore.

Lambert, from Manila.

Leongwa No. 30, Third floor, Pottinger Street, from Bangkok.

Major Alonzo Gray, steamer Yuen-sang, from Manila.

Mansfield, from Manila.

Me., from Kuala Lumpur.

Mr. Vong Tong Chez Chaiman-kwok Middle Market, from Sai-gon.

Nichols, from Manila.

Quangenlong, Bonham Strand, from Cienfuegos.

Quinan, passenger Korea, from Manila.

Schillege, from Manchester.

Taytiangsiong, from Samara ng Toonyaisk Crop Sangoheong Twenty Main Street, from Kuala-kubu.

Teutonia, from Bangkok.

Yapkonfah, 120, Teokpotow, from Kuala Lumpur.

Yuenfat, from Bangkok.

0008, 3160; 2075, 5887, from Tientsein.

J. M. BECK,
Superintendent.

Great Northern.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Anatolia.

Chaney, E.A., Hongkong Hotel.

Chiocong.

Chonglingloong, Mercer Street.

(2) Chunbingsohan, Wing Lok St.

Cudahy, Hongkong Hotel.

Gohkengoo Siennyu.

Hangsingini.

Kwonheeyin.

Liseo, Passenger Princess Alice.

More Astor.

Pderston Bradley.

0022, 3883, 1344, 7127 (2).

0022, 3883, 2212, 2052.

2480, 0342, 3152, 5887.

2494, 7127.

2095, 1575.

3390, 1344, 5804, 0337, 0077, 0443.

H.K. Station April 14, 1911.

E. V. JESSEN,
Acting Superintendent.

WATER RETURN.

Level and Storage of water in Reservoirs on April 1, 1912.

CITY AND HILL DISTRICT WATER WORKS LEVEL.			
Tiatian	1911	1912	
Tiatian	1911	1912	
Tiatian	1911	1912	
Tiatian Inter-mediate	1911	1912	
Pokfulam	1911	1912	
Wong-nai-chung	1911	1912	

STORAGE GALLONS.			
Tiatian	1911	1912	
Tiatian	1911	1912	
Tiatian Intermediate	1911	1912	
Pokfulam	1911	1912	
Wong-nai-chung	1911	1912	

Total

Consumption during the month of March 1912

Intermittent supply by Rider Mains in Rider M Districts during the month of March 1912

KOWLOON WATER WORKS LEVEL.

STORAGE GALLONS.			
Kowloon Gravitational Reservoir	1911	1912	
Consumption of water in Kowloon during month of March, 1912	1911	1912	
Estimated population	1911	1912	
Head per day	1911	1912	

The following figures are reports made that water is of excellent quality.

Public Works Department.

W. CHATHAM,
Superintendent.

TELEPHONE No. 1.

FAR EASTERN NAVAL SQUADRONS.

MARKET PRICES.

BRITISH.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alicia	Despatch-boat	1,700	4	2,000	Comdr. A. Lowndes	Hongkong
Astrea	2nd class cruiser	4,360	10	7,000	Captain E. B. Kiddle	Shanghai
Atlas	Admiralty tug	615	—	1,400	—	Hongkong
Bumble	Gunboat	710	—	900	Com. B. G. Washington	Kiukiang
Bitomart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow
Cadmus	British sloop	1,070	—	1,400	Capt. H. Lynes	Hankow
Cambrian	2nd class cruiser	4,360	10	7,000	Capt. J. E. Drummond	Hongkong
Chorub	Water tank and tug	390	—	340	Master W. Smith	Hongkong
Chio	British sloop	1,070	—	1,400	Comdr. H. R. Yeale	Canton
Fano	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Monroe	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai
Handy	Torpedo-boat destroyer	295	6	4,000	Lt.-Com. R. R. Rosoman	West River
Janis	Torpedo-boat destroyer	320	6	3,000	Lt.-Comdr. Maxwell	Hongkong
Kent	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Chingwantao
Kinsha	River gunboat	616	—	1,200	Lt.-Com. H. Marryat	Hankow
Merlin	Surveying ship	1,070	—	1,400	Capt. F. C. C. Paeo	Hongkong
Minotaur	Armoured cruiser	11,600	—	27,000	Capt. G. G. Gower	Hongkong
Mommonth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power M.V.O.	Hongkong
Moorhon	River gunboat	180	—	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	2nd class cruiser	4,800	—	22,000	Capt. G. P. E. Hunt D.S.O.	Hongkong
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	—	6,300	Comdr. Lambie	Hongkong
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Hongkong
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong
Ribble	T.B.D.	590	—	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	—	240	Lt.-Comdr. J. S. Tynall	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	—	240	Lt.-Com. E. J. J. Touthby	Hongkong
Suipo	River gunboat	85	—	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	305	—	6,000	Lt.-Comdr. Brickenden	Hongkong
Tamar	Ice-carrying ship	4,650	—	6	Comdr. Pyres	Hongkong
Teal	River gunboat	180	—	800	Com. Hon. Guy Stopford	Chungking
Thistle	Gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow
Uak	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Blunt	Shanghai
Virago	Torpedo-boat destroyer	300	—	6,300	Lt.-Com. H. D. Adair-Hall	Swatow
Waterwitch	Surveying ship	626	—	450	Lt.-Com. R. L. Hancock	Hongkong
Welland	T.B.D.	590	—	57,000	Lt.-Com. G. T. Chambers	Shanghai
Whiting	Torpedo-boat destroyer	300	—	5,900	Lt.-Com. G. B. Hartford	Hongkong
Widgeon	Gunboat	195	—	800	Comdr. M. H. Wilding	Kiating
Woodcock	Gunboat	150	—	550	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	—	550	Lt.-Comdr. G. F. Mulock	Hankow

Flagship of Admiral Sir A. L. Wilshe, K.C.B., C.V.O., C.M.G.

Submarines—

No. 36	Lt.-Comdr. Godfrey Herbert	West River.
No. 37	Lt.-Comdr. A. A. L. Fenner	West River.
No. 38	Lt.-Comdr. J. R. A. Coldrington	West River.
T.B. 025	Lt.-Comdr. Woodward	West River.
T.B. 036	Lt.-Comdr. Davies	West River.
T.B. 047	Lt.-Comdr. Nicol	West River.
T.B. 038	Lt.-Comdr. Seymour	West River.

AMERICAN.

Adder	Submarine	—	—	—	Ensign J. M. Murray	Manila
Albany	Protected cruiser	3,430	17	7,900	Com. C. S. Williams	Yokohama
Bainbridge	Torpedo-boat destroyer	420	7	8,000	Ensign E. S. Root	Manila
Barry	Torpedo-boat destroyer	420	7	8,000	En. Robt. W. Canine	Manila
Callao	Gunboat	243	8	250	Ensign Stuart W. Cuke	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Ensign L. N. McNair	Manila
Chattanooga	Protected cruiser	3,100	10	4,700	Com. John D. McDonald	Amoy
Cleveland	Protected cruiser	3,100	10	4,700	Com. Hugh Rodman	Cavite
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. J. Fletcher	Manila
Decatur	Torpedo-boat destroyer	420	8	—	Ensign C. S. Graves	Manila
El Cano	Gunboat	—	—	—	Lt. Com. W. D. Brotherton	Yangtze
Helena	Gunboat	1,397	18	1,800	Com. R. O. Blyler	Yangtze
Jutros	Gunboat	—	—	—	Lt. J. W. Schoenfeld	Cavite
Mindoro	Gunboat	170	5	—	Lt. C. A. Woodruff	—
Moccasin	Submarine	—	—	—	Ensign E. D. Whorter	Manila
Mohican	Station ship	1,900	—	5,244	Ensign Robt. V. Lowe	Manila
Monadnock	—	—	—	—	—	Cavite
Monterey	Monitor	4,084	4	5,200	Com. H. A. Bispham	Cavite
New Orleans	Cruiser	3,430	25	—	Com. William G. Miller	Yokohama
Pampanga	Gunboat	243	8	—	Lt. George C. Pogram	Cavite
Porpoise	Submarine	—	—	—	Ensign L. G. Van de Carr	Manila
Quinn	Gunboat	—	—	—	Lt. J. W. Schoenfeld	Cavite
Rainbow	Cruiser	6,206	14	—	Lt. Comdr. A. N. Mitchell	Cavite
Samar	Gunboat	242	8	250	Ensign N. H. Goss	Yangtze
Saratoga	Protected cruiser	8,150	25	7,075	Comdr. Joseph L. Jayne	Yokohama
Shark	Submarine	—	—	—	Ensign Henry M. Jensen	Manila
Villalobos	Gunboat	370	9	500	Lt. W. L. Friedell	Yangtze
Wilmington	Gunboat	1,397	20	1,894	Comdr. W. A. Edgar	Hongkong

Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet.

GERMAN.

Emden	Cruiser	3,600	22	13,500	Capt. v. Restorff	Tsingtau
Gauchos	Armoured cruiser	11,600	36	20,000	Captain v. Usler	Tsingtau
Ilis	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Varselow	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behncke	Tsingtau
Lucho	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Morsberger	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze
Scharnhorst	Flagship	11,600	36	26,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lut. Borrenborg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Oblt. z. S. Claassen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Luppe	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lut. Frihr Fireks	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai

FRENCH.

Dupleix	Armoured cruiser	10,014	30	20,000	—	Hongkong
Kleber	1st Class cruiser	9,700	12	19,000	—	Saigon
Decade	Gunboat	645	10	1,000	Lieut. de Linares	Saigon
Argus	River gunboat	180	6	570	Lieut. d'Estienne	Canton
Vigilante	Gunboat	123	7	500	Lieut. Biscall	Canton
Pelito	Gunboat	130	—	—	Lieut. Puochi	Tongku
Esturgeon	Submarine	—	—	—	Lieut. Combet	Saigon
Lynx	Submarine	—	—	—	Lieut. Marrs	Saigon
Perle	Submarine	500	—	—	—	Saigon
Protee	Submarine	—	—	—	Lieut. Morris	Saigon
Styx	Armoured gunboat	1,708	10	1,700	Lieut. Seriot	Saigon
Frondo	Destroyer	350	7	303	—	Saigon
d'Iberville	Destroyer	—	—	—	—	Saigon
Takou	Destroyer	250	9	—	—	Saigon Reserve
Pistole	Destroyer	130	7	300	Comdr. Mortenot	Hongay
Monsaquet	Destroyer	307	6	300	Lt. de la R. Keranderson	Saigon
Vauban	Torpedo-depot	—	—	—	—	Hongay
Veteran	Torpedo-depot	—	—	—	Lieut. Bihel	Cap. St. Jacques
Manche	Surveying-ship	1,325	10	9,000	Com. Ragot de Touche	Saigon

Flagship of Rear-Admiral Colloche de Kerillis, Commander-in-Chief, the French China Station.

Flagship of Commodore Boucheant, Commanding the local defence Indo-China.

PORTUGUESE.

Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patric	Gunboat	700	—	—	Captain J. Milhaire	Macao

HONGKONG, APRIL 5, 1912.

BUTCHER MEAT.

Meat	Price
Beef Sirloin & Prime Out—Moi Lung Pa	lb. 20
" Corned—Ham Ngau Yuk	" 20
" Roast—Shui	" 20
" Breast—Nagu Lam	" 16
" Soup—Tong Yuk	" 15
" Steak—Ngau Yuk Pa	" 20
" do.—Sirloin Cotom—Ngau Lau	" 30
" Sausages—Ngau Ching	" 24
Bullock's Brains—Know	per set 11
" Tongue fresh—Ngau Li	each 45
" Corned—Ham Ngau Li	" 60
" Head—Ngau Tan	" 6
" Heart—Ngau Sum	" 12
" Bump, Silt—Ngau Kin	" 18
" Feet—Ngau Kask	" 9
" Kidneys—Ngau Yiu	" 9
" Tail—Ngau Moi	" 18
" Liver—Ngau Kon	" 12
" Tripe (undressed)—Ngau To	" 6
Calf Head & Feet—Ngau-chai-tiu-kark	set \$1
Mutton Chop—Young Poi Kwat	lb. 22
" Log—Young Poi	" 22
" Sh. ulder—Young Shan	" 20
Pigs Chitlings—Chu Chong	" 22
" Brains—Chu Know	per set 24
" Feet—Chu Kark	lb. 12
" Fry—Chu Chak	" 25
" Head—Chu Tan	" 15
" Heart—Chu Sum	each 13
" Kidneys—Chu Yiu	" 9
" Liver—Chu Con	lb 30
Pork Chop—Chu Pai Kwat	" 20
" Corned—Ham Chu Yuk	" 24
" Log—Chu Poi	" 15
" Fat or Lard—Chu Yau	" 15
Sheep Head and Feet—Young Tau Kark	set 50
" Heart—Young Sum	each 6
" Kidneys—Young Yiu	" 9
" Liver—Young Con	" 24
Sucking Pigs, To Order—Chu Chui	" 22
Suot, Beef—Sang Ngau Yau	" 20
" Mutton—Sang Young Yau	" 22
" Veal—Ngau Chai Yuk	" 20
" Sausages—Ngau Chai Chung	" 20

POULTRY.

Poultry	Price
Chicken—Kai Chai	lb 30
Capon, Large, Small—Sin Kai	" 30
Ducks—Ap	" 30
Doves—Pan Kau	each 1
Eggs, Hen—Kai Tan	per doz 24
Fowls, Canton—Kai	lb 33
" Hainan—Hoi Nam Kai	" 28
Geese—Ngai	" 25
Geese, Wild—Shai—Shang-ho Yea Ngai	pair 1
Musk Deer—Wong Keng	each 1
Hare, Shanghai—Fu Chai	" 1
Partridge—Oho Khoo	" 1
Pheasant—Shan Kai	pair \$ 1
Pigeons, Canton—Pak Kup	each 30
" Hoihow—Hoi How Pak Kup	" 25
Quail—Um Chun	" 20
Rice Birds—Wo Fa Choul	dozen 1
Saipo—Sa Choy	each 20
Turkeys, Cook—Phor Kai Kung	lb 51
" Hen—Na	" 05
Wild Ducks, Shai—Shang hoi Sai Ap	" 1
Teal—Sui Ap Chai	" 1
Wild Ducks Canton—Sang Shing Sui Ap	" 1

FISH.

Fish	Price
Barbel—Ka Yu	lb 9
Bream—Bin Yu	" 16
Canton Fresh Water Fish—Hoi Sin Yu	" 16
Carp—Li Yu	" 22
Catfish—Chik Yu	" 18
Codfish—Mun Yu	" 18
Crabs—Hoi	" 20
Cuttle Fish—Muk Yu	" 15
Dab—Sa Mang Yu	" 14
Dace—Wong Mei Lun	" 11
Dog Fish—Fit Ta Sa	" 8
Eels, Congor—Hoi Mann	" 15
" Fresh water—Tam Sin Yu	" 16
Eels, Yellow—Wong Sin	" 28
Frogs—Tien Kai	" 32
Garoupa—Sok Pan	" 52
Gudgeon—Pak Kup Yu	" 12
Herrings—Tao Pak	" 20
Halibut—Cheung Kwan Kup	" 28
Labrus—Wong Fa Yu	" 16
Loach—Wu Yu	" 28
Lobsters—Lung Ha	" 20
Mackerel—Chi Yu	" 24
Monk Fish—Mong Yu	" 28
Mullet—Chai Yu	" 15
Oysters—Sing Hoo	" 20
Parrotfish—Kai Kung Yu	" 16
Perch—Tau Loo	" 15
Pike—Fa Paw Poong	" 8
Plaice—Pan Yu	" 18
Pomfret, Black—Hak Chong	" 22
Pomfret, White—Pak Chong	" 28
Pawns—Ming Ha	" 52
Ray—Pai Pa Sa	" 18
Book Fish—Sak Ka Kung	" 15
Salmon—Ma Yu Yu	lb 4

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